

SIMPLIFIED ACQUISITION PROCEDURES (SAP)
SINGLE SOURCE DETERMINATION FOR ACQUISITIONS NOT EXCEEDING THE SIMPLIFIED ACQUISITION
THRESHOLD AS DEFINED IN FAR 2.101

SOLICITATIONS MAY BE LIMITED TO ONE SOURCE ONLY IF THE CONTRACTING OFFICER (*within its warrant authority*) DETERMINES THAT ONLY ONE SOURCE IS AVAILABLE IAW FAR 13.106-1(b). THIS DETERMINATION SHALL BE SUPPORTED WITH FULL JUSTIFICATION FOR SINGLE SOURCE FROM THE CUSTOMER. THE CUSTOMER SHALL PROVIDE THE FOLLOWING INFORMATION:

QUOTE/SOLICITATION NUMBER: _____

ESTIMATED AMOUNT (Not exceeding \$150,000): _____

DESCRIPTION OF SUPPLIES OR SERVICES REQUIRED AND THE INTENDED USE:

Forward Deployed Naval Forces (FDNF) units stationed in Rota and transiting units require an efficient and cost effective method to facilitate onload/offload equipment and rations. Current onload and offload of cargo and material occurs via two options. Hand carrying material on the unit via the brow is the most common practice. The other option is the unit contracting a crane for onload/offload when hand carrying is not an option. A mobile conveyor will provide a third option and will inevitably decrease the number of times a crane is contracted and thus save the government money in the long run in unnecessary crane contracts.

The mobile conveyor will assist the Fleet Support Operation in its ability to provide the most safe and efficient means necessary to deliver daily cargo and material to the units. It is easily operated and the unit can select the location of the onload/offload thus allowing for minimum delays in getting cargo and materiel on and off the unit. It will drastically improve the effectiveness of logistical operations in support of the Forward Deployed Naval Forces (FDNF) units stationed in Rota along with the transiting units.

A mobile conveyor will improve the flexibility of ship onload and offload and the provide cost savings for minimizing the number of cranes contracted. It will have lasting impacts both immediately and long term thus maximizing the effectiveness of operational logistics support.

UNIQUE CHARACTERISTICS THAT LIMIT AVAILABILITY TO ONLY ONE SOURCE, WITH THE REASON NO OTHER SUPPLIES OR SERVICES CAN BE USED:

The MULAG naval version of conveyor belt vehicle (ORBITER 12D) was especially designed for loading and offloading of military and commercial ships. The length and weight of this vehicle is a feature which enables the ORBITER 12D to move easily through all piers. This is particularly important on Pier 3 which is a narrow pier and congested with pier fueling apparatus making the use of a crane prohibiting due to its size and weight and safety considerations.

The weight of the ORBITER 12D at 9,480 lbs. meets the weight requirement of all piers, including Pier 3. The ORBITER 12D maximum height of 20 feet in transport position was purposely designed for ship use. Larger conveyor belt vehicles would not meet this requirement due to their size; a 60 foot or 80 foot conveyor would interfere with pier traffic that would impact pier operations. These conveyors are not available in mobile versions requiring a dock mule to transport the conveyor requiring more pier space to operate. It would also require personnel to operate the dock mule and additional storage space.

The ORBITER 12D has an additional feature that is the loading ramp fixed to the front end of the conveyor boom with rollers which allows for the ship's fragile provisions and supplies to be received and transported on a flat surface. This feature is not available on conveyor belt vehicles made for airlines. Additionally, the MULAG conveyor belt has a removable extension that is manually added to increase length. This extension is added when ships are unexpectedly further off the piers. The booms on the MULAG are special "made to order" for ships and are not comparable to those made for airfield operations.

REASON THAT SUGGESTED SOURCE IS THE ONLY SOURCE WHICH CAN PROVIDE THE SUPPLIES OR SERVICES:

MULAG FAHRZEUGWERK HEINZ WOSSNER GMBH & CO. KG is the manufacturer of the MULAG ORBITER 12D Mobile Conveyor Belt Vehicle. PWD Rota Contact Specialist reviewed information provided by the customer regarding previous market research in support of the proposed conveyor belt as the only available solution to meet the requirement. Further to that information, the Contract Specialist conducted market research using the General Service Administration (GSA) Advantage online site at www.gsaadvantage.gov. GSA Advantage reflects that there are no mobile conveyor vehicles available to meet the requirement. Further internet search reveals conveyors suited for airline use or large industrial conveyors for construction which are not fitted to meet the ship onload/offload requirement described above. A mobile conveyor offered by Superior (<http://superior-ind.com>), the Telestacker mobile conveyor described as a mobile conveyor for marine duty does not have the loading ramp feature fixed to the front end of the conveyor boom with rollers to allow for the ship's fragile provisions and supplies to be received and transported on a flat surface.

EXPLAIN WHY AN ADEQUATE PURCHASE DESCRIPTION OR OTHER INFORMATION SUITABLE TO SOLICIT BY FULL AND OPEN COMPETITION HAS NOT BEEN DEVELOPED OR IS NOT AVAILABLE:

Given the aforementioned reasons, there is a reasonable basis to conclude that the government's minimum needs can only be satisfied by a MULAG Conveyor Belt Vehicle and no other source will satisfy the requirement. Based on market research, there is no other manufacturer that provides a "special made" ship conveyor belt used for Naval ships and piers. Accordingly, this requirement will not be solicited for quotes; however, the single source determination will be made publically available for comments at www.fbo.gov for 15 days prior to contract award, in accordance with FAR 5.203(a).

PROVIDE A STATEMENT OF ACTIONS, IF ANY, THE GOVERNMENT MAY TAKE TO REMOVE OR OVERCOME ANY BARRIERS TO COMPETITION BEFORE FUTURE ACQUISITIONS ARE REQUIRED:

PWD Rota has no plans at this time to compete future contracts for this type of requirement. If there is a future need, PWD Rota will conduct market research to assess whether competition for future requirements is feasible.